

VOYAGES  
OF  
NICHOLAS BALL,  
FROM  
1838 to 1853.

CALIFORNIANA

\*910.4

B21v

64-13

For *Howard Shepard*

With Compliments of

*Nicholas B. Ball*

Block Island, R. I., *June 1<sup>st</sup>* 1895







Nicholas Ball

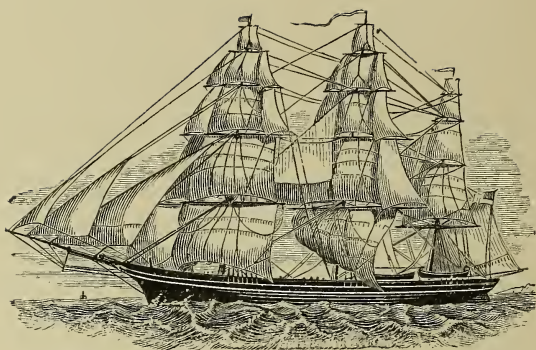
VOYAGES  
OF  
NICHOLAS BALL,  
FROM  
1838 TO 1853.

IN TABULATED FORM, WITH NOTES.

TOGETHER WITH A  
SUMMARY OF A TRIP TO EUROPE IN 1888.

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BOSTON, MASS.  
L. BARTA & CO., PRINTERS,  
144 & 148 HIGH STREET.  
1895.





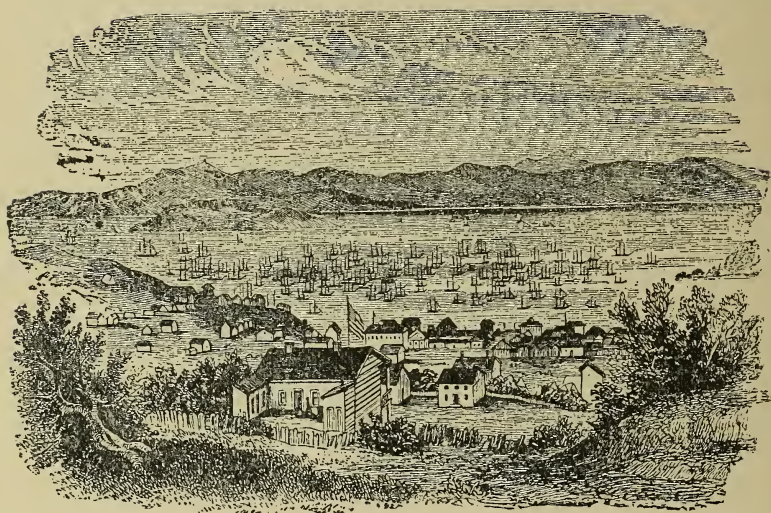
## PREFACE.

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From boyhood up it has been my invariable practice to keep an accurate account of every important business transaction, including a record of all my voyages. I had occasion not long ago to consult this record of voyages, and was impressed with the idea that from such comprehensive data it would be a work of no great difficulty to give the whole story briefly in tabulated form, with accompanying notes. Such a summary seemed desirable to complete the series of sketches of the various enterprises with which I have been connected, as found in my published and typewritten books and scrapbooks.

The various details are given minutely, in order to make the story complete as well as reliable, the more so because I have been greatly annoyed at important omissions in genealogical and personal accounts which I have had to consult in preparing the "Genealogy of the Ball Family." The brief biography given is quoted verbatim from "The Illustrated History of Newport County, R. I.," and almost necessarily includes a few things repeated elsewhere.

BLOCK ISLAND, R. I., January 1, 1895.



SAN FRANCISCO IN 1849.

## HON. NICHOLAS BALL.\*

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ON the last day of the year 1828, in an humble Block Island cottage, situated about half way between Salt Lake and Trimm's Pond, so called, and overlooking the bay on the east, a son was born to Edmund and Charity (Dodge) Ball. He was a descendant of Hon. Peter Ball, of English lineage, who was prominent as a representative in the colonial legislature, and a prime mover in obtaining a pier for the island in 1735. This pier, however, like others built later, served only a temporary purpose; and the subject of this sketch was ushered into life on an island without a harbor, subject to the toils and hardships of a remote seafaring community, and enjoying few of the comforts of civilization.

At the age of eight years he began to attend a private school, very primitive, and in session only about half the year. His text-books were the old English Reader, Webster's Spelling Book, and Daboll's Arithmetic; his schoolmates preferred play to work; but his teacher was an earnest lady of rare tact, and the boy performed his tasks carefully and conscientiously, making rapid progress. His two ciphering books, aggregating nearly four hundred pages of foolscap, are still preserved, and are filled with the solutions of problems, accompanied by statements of principles and rules, and interspersed with well-drawn pictures of full-rigged ships. They show no sign of the trait which some people manifest in starting a diary with minute fidelity, and day by day giving it less attention; for to the very last page there was no diminution of the care with which every letter or figure was made, and the heading of every subject or page ornamented and shaded. It may be doubted if two books of this size were ever filled so carefully by one so young.

He attended only one entire school year, for during his ninth summer he went to sea as a cook at a salary of six dollars per month, which was increased to seven dollars the following summer. Thus, attending school some four months each winter, and making short voyages summers, or working for farmers at from ten to twenty cents per day, he passed his time until March, 1843, when he secured a berth as cook for ten dollars a month, and afterward as a seaman, his wages steadily increasing until, as

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\* This biographical sketch is taken from the Illustrated History of Newport County, R. I., published in 1888 by L. E. Preston & Co., New York.

chief mate of a large vessel, he received twenty-eight dollars per month. In addition to all the ports along our Atlantic coast, his voyages took him to the West Indies, England, France, and, in 1849, after a trip of one hundred and sixty-one days around Cape Horn, to California. His father was proud of the industry and enterprise of his son, but would have liked for him to exchange his roving disposition for the quiet home life of his brothers and sisters. He was accustomed to say that all of his numerous children were sure to prosper except Nicholas, who was not likely "to store much honey in the hive." The young man seemed to share this idea, for on Jan. 19, 1851, from the mines at Rattlesnake Bar, North Fork American River, he wrote to his brother-in-law, Joseph Sherman, brother of Gen. T. W. Sherman, of Newport, a letter containing these words: "You express a wish that I may soon return with my pockets full of shining dross. I cannot promise that my pockets *will be full*, for this gold is very slippery, as all the world knows, and very heavy. My pockets full would make me rich for life, according to my present idea of riches."

In 1851 he made a short visit to his home, and then went back to California, where, either mining or in voyages along the Pacific Coast, he remained until 1854, when he returned to Block Island and engaged in mercantile pursuits. He was at once elected representative to the general assembly of Rhode Island and re-elected the following year. He was made a State senator in 1858, and, except in 1860, 1861, and 1862, he held that position until 1873, when, on account of increasing business, he declined to be a candidate for any office. From the time he first sailed for California until he finally abandoned the sea, he had been part owner or captain of the vessels on which he had served; and the money he was thus enabled to save, together with his acquisitions at the mines and his later profits in the home business, gave him the means for travelling and buying books or papers whenever he wished to probe a legislative question to the bottom. He soon became very influential among legislators, as he had formerly been with ship owners and officers. He was noted as a financier, also for keeping track of every bill pending before the legislature or in Congress, and for always knowing what was the proper thing to do next with any important measure. In his voyages he had learned the possibilities of improving his native island, and as a legislator he soon saw how the desired improvements must be obtained, if at all, and he threw his whole being into the work.

His first triumph, obtained by his own indefatigable efforts and the aid



of powerful coadjutors, was the Government breakwater, which has cost some \$300,000, and now extends its huge arm seaward from Block Island 1,500 feet. An idea of what was necessary to obtain this may be gained from a paragraph by the historian, S. T. Livermore: "In this brief sketch only an index can be given of the time, money, and personal effort put forth by him in this national enterprise, — one which had repeatedly proved a failure under the administrations of the town alone, and the town and colony combined. Mr. Ball's judgment, personal influence, indomitable perseverance, and success in this public enterprise furnish an example which it would be gratifying to see others endeavoring to excel. His personal interviews with Congressmen at Washington, with the boards of trade at Philadelphia, at New York, at Providence, and at Boston, visiting some of these cities repeatedly; his petitions, obtained by him from mercantile firms in Bangor, Boston, Newport, Providence, Stonington, New London, New York, Philadelphia, and other places, directed to their respective Congressmen; and his unceasing correspondence, all of which was carried on from 1867 to 1870, required an expense of time, money, and brains which but few could afford. Both approvals and complaints point to Hon. Nicholas Ball as the principal founder of the Government harbor at Block Island, and, while accepting some of the pecuniary profits of the enterprise with others, he enjoys the satisfaction of seeing his town enriched thereby thousands of dollars where he is profited hundreds."

An idea of how these petitions and appropriations were obtained may be gathered from a paragraph from the *Boston Journal*, February 18, 1867: "Hon. Nicholas Ball was before the Senate Committee of Commerce this morning to advocate the appropriation for a breakwater for Block Island. The committee were so impressed with Mr. Ball's plain facts they voted to recommend an appropriation of \$40,000."

Having witnessed from boyhood the great destruction of property wrecked on the island, with its attendant risk or loss of life, he turned his attention to devising and obtaining means for its protection, as soon as he obtained rest from his labors for the breakwater. By similar persistent efforts he secured a life-saving station on the west side of Block Island in 1872, and soon afterward one near the breakwater. The same course was pursued in getting the immense siren and the lighthouse at Southeast Point, the latter costing \$75,000, being one of the finest in the world. In 1877 Mr. Ball sent to Congress a petition headed by Professor Joseph Henry, signed by many prominent commercial men from Calais, Me., to Philadelphia, and recommended by many boards of trade in our seaport

cities, asking for an appropriation for a signal station at Block Island, to be connected with the mainland by a submarine cable. After repeated disappointments and as constantly renewed attempts, the appropriation was made; and at 5 o'clock, P. M., April 21, 1880, Mr. Ball had the pleasure of making the congratulatory address on the laying of the long desired cable, which has since been of great service to commerce, to the signal service, and to the general public.

Space does not permit detailing the *minutiae* of his story, which is closely interwoven with various other improvements of both local and national importance. Although his career has been essentially a public one, his private enterprise has been no less marked. Himself a hard worker, the execution of his plans has given employment to hundreds. His mercantile career was very successful, but was brought to a close in 1874, when he turned his attention to the erection of the Ocean View Hotel, which has become famous as the summer home of prominent men, and which has grown to colossal size under the demands of a constantly increasing business. As is well known, its reputation is hardly equalled by that of any other hotel on the Atlantic coast.

Though not inclined to be radical in his views, he is a strong supporter of the Republican party, of which he has been a member since its organization. He married, in 1851, Eliza Milliken, daughter of Abraham and Sybil (Littlefield) Milliken, of Block Island. Their surviving children are: Cassius C., Effie A. (Cundall), and Schuyler C. Mrs. Ball died April 14, 1870, and Mr. Ball subsequently married Mrs. Almeda R. (Dodge) Littlefield, daughter of Solomon and Catharine Dodge.

The above is but a brief outline of the history of a man who, deprived of his mother when but seven months old, experienced in his early life such hardships and privations as would crush the youthful aspiration and ambition of most boys; yet who stemmed the tide of circumstances and rose superior to his misfortunes and poverty, lifting his native island with him; for the contrast between his present wealth and his former want is not greater than that between Block Island as he found it and as he will leave it. With no great examples of human endeavor around him to inspire, with but scanty advantages for education, and without the great incentives to action found in large communities, his invincible native energy and his strong determination to make the most out of the stuff that was in him manifested itself very early in life, and impelled him to a career in which he has made an impression upon his age which will continually deepen as his story becomes better known. The visitor to Block

Island can see on every side evidences of the work of Nicholas Ball ; but his monument will be the breakwater, which stays the proud waves of the ocean and affords shelter to many a storm-tossed vessel.

And there shall it stand for centuries after its great founder has gone, a huge monument of granite, stretching its mighty arm of protection fifteen hundred feet into the sea, a perpetual reminder to the many thousands who shall enjoy the great blessings of security, of wealth, and of the comforts it shall bring, of the indomitable energy and unswerving purpose of Block Island's greatest citizen.

# VOYAGES OF NICHOLAS BALL.

No.	Vessel's Name.	Captain's Name.	Port of Registry	Date of Contract	Monthly Wages.	Capacity.
*1	Foretopsail Sch. Eagle.	Hiram D. Ball.	Newport, R. I.	July, 1838.	\$5.00 for trip	Cabin Boy.
2	Sloop Herald.	Noah D. Ball.	Providence, R. I.	June, 1839.	\$6.00	Cook.
3	Sch. Cygnet.	Hiram D. Ball.	Newport, R. I.	June, 1841.	7.00	"
4	"	"	"	May, 1842.	7 00	"
5	Sch. Richard Rush.	—— Bray.	Providence, R. I.	Mar. 16, 1843.	10.00	"
6	Sch. Tryall.	Gardner C. Gibbs.	"	April 15, 1843.	9.00	"
7	"	"	"	May 15, 1843.	9.00	"
8	"	"	"	June 16, 1843.	10.00	"
9	"	"	"	Aug. 1, 1843.	9.00	"
10	"	"	"	Sept. 15, 1843.	9.00	"
11	"	"	"	Nov. 6, 1843.	10.00	"
12	"	"	"	Dec. 24, 1843.	10.00	Ordinary Seaman.
13	"	"	"	Feb. 2, 1844.	10.00	Cook.
14	"	"	"	Mar. 18, 1844.	10.00	"
15	Sch. Reaper.	—— Kent.	"	April 24, 1844.	13.00	Ordinary Seaman.
16	Ship Orleans.	—— Sears.	New York.	Oct. 21, 1844.	11.00	"
17	"	"	"	Jan. 1, 1845.	13.00	"
*18	Bark Lion.	—— Henry.	Bath, Me.	Mar. 1, 1845.	13.00	"
19	Ship Peter Hattrick.	—— Post.	New York.	Sept. 29, 1845.	13.00	"
20	Brig Florina.	—— Drinkwater.	Lincolntown, Me.	Feb. 28, 1846.	13.00	"
21	Ship Argo.	—— Anthony.	New York.	April 9, 1846.	15.00	Able Seaman.
22	Ship Havre.	—— Ainsworth.	New York.	July 16, 1846.	15.00	"
*23	Ship Catharine.	—— Hamilton.	New York.	Oct. 5, 1846.	16.00	"

\* See notes on page 16.



# VOYAGES OF NICHOLAS BALL.

No.	Sailed from	Arrived at	Sailed	Arrived at	Paid	Wages.
1	Newport, July.	Philadelphia, July.	August.	Newport, August.	August.	\$5.00
2	Block Island, R. I.	To Providence, with paving stones.			"	8.00
3	Block Island, R. I.	To Providence, with paving stones.			"	9.00
4	Block Island, R. I.	To Providence, with paving stones.			July.	8.25
5	Providence, Mar. 21.	Philadelphia, March 27.	April 3.	Fall River, Mass., April 7.	April 15.	9.47
6	Providence, April 19.	Albany, April 25.	May 9.	Providence, May 14.	May 15.	9.00
7	Providence, May 19.	Baltimore, May 26.	June 6.	Providence, June 12.	June 16.	9.00
8	Providence, June 21.	Baltimore, June 25.	July 8.	Providence, July 19.	Aug. 1.	14.70
9	Providence, Aug. 4.	Baltimore, Aug. 11.	Aug. 21.	Providence, Aug. 30.	Sept. 11.	12.32
10	Providence, Sept. 15.	Baltimore, Sept. 24.	Oct. 14.	Providence, Oct. 22.	Oct. 30.	13.50
11	Providence, Nov. 7.	Baltimore, Nov. 12.	Nov. 28.	Providence, Dec. 11.	Dec. 23.	16.00
12	Providence, Dec. 27.	Baltimore, Jan. 7, 1844.	Jan. 16.	Providence, Jan. 25.	Feb. 1.	11.80
13	Providence, Feb. 10.	Baltimore, Feb. 17.	Feb. 28.	Providence, Mar. 10.	Mar. 15.	14.00
14	Providence, Mar. 18.	Baltimore, March 27.	April 9.	Providence, April 15.	April 17.	10.13
15	Providence, April 27.	Demarara, N. G., May 21. Madeira, July 20.	June 28. Aug. 15.	New York, Sept. 1.	Sept. 5.	60.00
16	New York, Oct. 26.	New Orleans, Nov. 16.	Nov. 30.	New York, Dec. 28.	Dec. 31.	24.54
17	New York, Jan. 15.	New Orleans, Jan. 31.	Feb. 10.	New York, Feb. 25.	Feb. 25.	23.50
18	New York, Mar. 2.	Appalachicola, March 14	April 2.	Mobile, April 3.		
	Mobile, May 23.	Glasgow, Scotland, July 2.	July 24.	Boston, Aug. 29.	Aug. 29.	75.00
19	New York, Oct. 15.	Charleston, S. C., Oct. 21.	Nov. 12.	Liverpool, Dec. 7.		
	Liverpool, Dec. 24.			Charleston, Feb. 16.	Feb. 24.	61.14
20	Charleston, Feb. 28.	Rumkey, March 8.	March 12.	New York, Mar. 29.	March 30.	14.71
21	New York, April 9.	Havre, France, May 5.	May 25.	New York, June 27.	June 30.	36.14
22	New York, July 16.	Havre, France, Aug. 8.	Sept. 2.	New York, Sept. 29.	Sept. 30.	35.25
23	New York, Oct. 6.	Charleston, S. C., Oct. 15.	Oct. 25.	New York, Nov. 5.	Nov. 10.	18.55

No.	Vessel's Name.	Captain's Name.	Port of Registry.	Date of Contract	Monthly Wages.	Capacity.
*24	Revenue Sch. Cutter Jackson.	Greene Waldron.	United States.	Mar. 3, 1847.	\$16.73	Able Seaman.
25	Sch. Eliza Ann.	James Potter.	Providence, R. I.	Aug. 10, 1847.	18.00	„
26	Brig Prince de Joinville.	Robert Gardner.	Newport, R. I.	Nov. 1, 1847.	18.00	„
27	„	„	„	Jan. 8, 1848.	25.00	First Mate.
28	Brig Random.	James Price.	„	June 11, 1848.	28.00	„
29	Brig General Cobb.	John Hammond.	„	Oct. 30, 1848.	26 00	„
*30	Sch. Fakir.	Hiram D. Ball.	„	July 20, 1849.	On Shares.	„
*31	Brig. General Cobb.	James Price.	„	Oct. 24, 1849.	75.00 for outward trip.	„
*32	S. S. California.	—— Budd.	San Francisco.	June 14, 1851.		Passenger.
*33	S. S. Brother Jonathan.		New York.	July 7, 1851.		„
*34	S.S. Illinois.	—— Herndon.	„	Oct. 25, 1851.		„
*35	S. S. Carolina.	—— Dale.	„	Nov. 12, 1851.	Pass'ge	Quartermaster.
*36	S. S. New Orleans.	—— Hammersley.	„	Dec. 31, 1851.	60.00	„
37	„	—— Auckley.	„	Mar. 13, 1852.	60.00	„

\* See notes on pages 16 and 17.

No.	Sailed from	Arrived at	Sailed	Arrived at	Paid	Wages.
24	Newport, R. I., Mar. 3.	Cruised in Narragansett Bay, Block Island and Vineyard Sounds.			July 31.	\$83.32
25	Bristol, R. I., Aug. 13.	Havana, Cuba, Sept. 3.	Sept. 14.	Baltimore, Sept. 28.		
	Baltimore, Oct. 3.	Havre de Grace, Md., Oct. 4.	Oct. 7.			
		Dighton, Mass., Oct. 16.	Oct. 19.	Providence, Oct. 20.	Oct. 21.	40.40
26	Newport, Nov. 5.	Havana, Nov. 19.	Dec. 13.	New York, Dec. 31.	Jan. 7, 1848.	40.20
27	New York, Jan. 28.	Havana, Feb. 12.	Mar. 13.	Savannah, March 30.		
	Savannah, April 7.	Havana, April 14.	April 28.			
		New York, May 12.	May 28.	Newport, May 30.	May 30.	118.33
28	New York, June 14.	Sagua La Grande, Cuba, July 14.	Aug. 17.	New York, Sept. 2.	Sept. 22.	97.87
29	Newport, Nov. 1.	Berbice, N. G., Nov. 27.	Dec. 10.	Rattan I., W. I. Dec. 22.		
*	Rattan Island, Dec. 30.	New Orleans, Jan. 14, 1849.	Jan. 29.	Havana, Feb. 7.		
	Havana, Feb. 20.	New Orleans, Feb. 27.	Mar. 17.	Berbice, April 24.		
	Berbice, May 16.	Curacao, W. I., May 21.	May 27.			
		Rattan Island, W. I., June 2.	June 6.	Newport, R. I. June 27.	Jul. 9.	210.37
30	Coasting.	Between Providence, Block Island, New York, No Man's Land, and Hingham, Mass.			Oct. 1.	66.43
31	Stonington, Ct., Oct. 30.	St. Catharines, Brazil, Dec. 23.	Jan. 2, 1850.	Talcahuana, Chili, Feb. 18.		
	Talcahuana, Feb. 25.	San Francisco, Cal., April 27.	May 2.	Sacramento, May 6.	May 27.	75.00
32	San Francisco, June 14.			Panama, July 3.		
33	Chagres, July 7.			New York, July 17.		
34	New York, Oct. 25.	Kingston, Jamaica, Nov. 1.	Nov. 1.	Chagres, Nov. 6.		
35	Panama, Nov. 15.	Acapulco, Mexico, Nov. 25.	Nov. 26.	San Blas, Dec. 2.		
	San Blas, Dec. 2.	Mazatlan, Dec. 2.	Dec. 2.	San Francisco, Dec. 13.	Dec. 13.	Work'd Pas'ge.
36	San Francisco, Jan. 1, 1852.	Acapulco, Jan. 10.	Jan. 11.	San Juan del Sud, Jan. 18.		
	San Juan del Sud Jan. 23.	Panama, Jan. 31.	Feb. 15.	Acapulco, Feb. 23.		
	Acapulco, Feb 24.			San Francisco, March 6.	Mar. 13.	146.00
37	San Francisco, Mar. 17.	Acapulco, March 25.	Mar. 26.	San Juan del Sud, April 1.		

No.	Vessel's Name.	Captain's Name.	Port of Registry.	Date of Contract	Monthly Wages.	Capacity.
37	S. S. New Orleans.	—— Auckley.	New York.	Mar. 13, 1852.	\$60.00	Quartermaster.
*38	Sloop Brooklyn.	Nicholas Ball.	San Francisco.	May 3, 1852.	Profits.	Capt. and Part Owner.
*39	Sch. Catharine Miller.	"	"	Oct. 8, 1852.	"	"
*40	"	"	"		"	"
*41	"	"	"		"	"
*42	"	"	"		"	"
*43	"	"	"		"	"
*44	"	"	"		"	"
*45	"	"	"		"	"
*46	"	"	"		"	"
*47	"	"	"		"	"
*48	"	"	"		"	"
*49	"	"	"		"	"
*50	"	"	"		"	"
*51	"	"	"		"	"
*52	"	"	"		"	"
*53	"	"	"		"	"
*54	"	"	"		"	"
*55	"	"	"		"	"
*56	"	"	"		"	"
*57	"	"	"		"	"
*58	"	"	"		"	"
*59	"	"	"		"	"
*60	"	"	"		"	"
*61	"	"	"		"	"
*62	"	"	"		"	"
*63	"	"	"		"	"
*64	"	"	"		"	"
*65	"	"	"		"	"
*66	"	"	"		"	"

\* See notes on page 18.

No.	Sailed from	Arrived at	Sailed	Arrived at	Paid	Wages.
37	San Juan del Sud April 1.	Panama, April 4.	April 9.	Acapulco, April 17.		
	Acapulco, April 18.	San Diego, April 26.	April 26.	San Francisco, April 29.	May 1.	\$96.00
38	San Francisco, May 3.	Reed's Creek, 13 round trips.		San Francisco, July 6.	July 6.	2,082.24
39	San Francisco, Oct. 8.	Reed's Creek, 46 cords Redwood.		Mission Creek, S. F., Oct. 14.	Oct. 14.	247.00
40	San Francisco.	„ 48½ „		Taylor's Wharf Oct. 23.	Oct. 23.	259.50
41	Taylor's Wharf, S. F.	„ 41 „		Mission Creek, Nov. 1.	Nov. 1.	277.25
42	Mission Creek.	„ 32 „		Loyheads Yard Nov. 7.	Nov. 7.	194.00
43	Loyhead's Yard.	San Francisquita R., 35 cords Oak.		Capt. Thatcher's Yard, Nov. 11.	Nov. 11.	100.00
44	Capt. Thatcher's Yard.	Corte Madeira, 23,300 Bricks.		San Francisco, Nov. 24.	Nov. 24.	146.25
45	San Francisco.	Pulger's Creek, Machinery outward, and 40 cords Oak Wood.			Dec. 5.	440.00
46	„	Pulger's Creek, Machinery outward, and 24 cords Oak Wood.			Dec. 22.	270.00
47	„	San Francisquita R., Load of Hay.		San Francisco,	Jan. 5, 1853.	120.00
48	„	Corte Madeira, 25,300 Bricks.		„	Jan. 24.	123.85
49	„	„ 28,000 „		„	Jan. 30.	137.20
50	„	Pulger's Creek, 24 cords Oak Wood.		„	Feb. 8.	108.00
51	„	Corte Madeira, 29,500 Bricks.		„	Feb. 12.	144.35
52	„	Corte Madeira, Miscellaneous Cargo.		„	Feb. 19.	136.16
53	„	Mt. Diablo Creek, 15,½ tons Hay.		„	Feb. 28.	155.00
54	„	Sutter's Slough and Sacramento R. Miscellaneous.		„	Mar. 24.	158.00
55	„	Reed's Creek, 38½ cords Redwood.		Mission Creek.	April 6.	253.00
56	„	„ 39 „		„	April 12.	231.00
57	„	„ 41 „		Purcedo Beach.	April 21.	232.00
58	„	„ 42 „		Mission Creek.	April 29.	248.41
59	„	„ 41 „		„	May 8.	260.50
60	„	„ 44½ „		„	May 19.	263.00
61	„	„ 37¼ „		„	May 28.	153.00
62	„	„ 44 „		„	June 3.	251.49
63	„	„ 44½ „		„	June 11.	267.50
64	„	„ 45 „		„	June 20.	265.50
65	„	„ 45¾ „		„	June 26.	271.50
66	„	„ 40 „		„	July 2.	245.00



No.	Vessel's Name.	Captain's Name.	Port of Registry.	Date of Contract	Monthly Wages.	Capacity.
*67	Sch. Catharine Miller.	Nicholas Ball.	San Francisco.	Oct. 8, 1852.	Profits.	Capt. and Part Owner.
*68	"	"	"		"	"
*69	"	"	"		"	"
*70	"	"	"		"	"
*71	"	"	"		"	"
*72	"	"	"		"	"
*73	"	"	"		"	"
*74	"	"	"		"	"
*75	"	"	"		"	"
*76	"	"	"		"	"
*77	Vanderbilt S. S. Cortes.	—— Seabury.	New York.	Sept. 16, 1853.		Passenger.
*78	Vanderbilt S. S. Star of the West.	——Tinglepaugh.	"	Oct. 1, 1853.		"

\* See notes on pages 18 and 19.

## NOTES,

### REFERRING TO SOME OF THE VOYAGES BY NUMBER.

1. This trip was undertaken at the age of nine and one half years.

18. Here, as also elsewhere, in a few instances, the reader will notice a small discrepancy between the amount received and that apparently earned. These variations result from the payment of hospital and other charges, such as Seamen's Snug Harbor dues, or because a contract was made a day or two before the time to commence work.

21. I worked on board eight days before sailing from New York, at ninety cents a day (\$7.20), and twelve days on my return, at the ruling longshoreman's pay of a dollar and forty-six cents a day (\$17.52), making \$24.72 in addition to the wages given in the table.

23. On reaching New York, I found my brother, Hiram D. Ball, in command of schooner Superior, of Newport, having just landed a cargo of paving stones from Block Island. I accompanied him up the Hudson to Haverstraw, and back to Newport, whence I sailed home in the old mail boat, arriving Nov. 26, 1846, after an absence of three years, eight months, and eleven days.

24. Having remained at home all winter, I thought I would try a few months of United States Revenue Cutter service. Our cruising ground was as far north as Providence, westerly and southerly a little beyond Block Island, and easterly through Vineyard Sound to Powderhole, Mass., with any harbor in the area covered, headquarters being at Newport, R. I.

30. On leaving the Fakir at Hingham, Mass., I went directly home for a visit of a few days, and in preparation for a trip around Cape Horn to California in the brig General Cobb, which had been bought by the Westerly and California Mining Company, then recently organized.

No.	Sailed from	Arrived at	Sailed	Arrived at	Paid	Wages,
67	San Francisco.	Reed's Creek, 45 cords Redwood		Mission Creek.	July 18.	\$272.25
68	"	" 46 "		"	July 23.	284.00
69	"	" 46 "		"	July 30.	284.00
70	"	" 45 "		"	Aug. 3.	270.00
71	"	" 46 "		"	Aug. 11.	284.00
72	"	" 45 "		"	Aug. 17.	270.00
73	"	" 55 "		"	Aug. 23.	320.00
74	"	" 45 "		"	Aug. 31.	270.00
75	"	" 45 "		"	Sept. 6.	270.00
76	"	" 48 "		No. Beach Wharf.	Sept. 10.	303.00
77	San Francisco, Sept. 16.	Acapulco, Sept. 24.	Sept. 25.	San Juan del Sud, Sept. 29.	Sept. 29.	
78	Graytown, Oct. 1.			New York, Oct. 9.		

31. From the date of our arrival in San Francisco until May 27, we were occupied in converting our brig and cargo into gold dust, which was divided late at night, I receiving part as one of the shareholders. The next day, with three others of the company as partners, I started for the mines, where I prospected, travelled, and worked until June 5, 1851, when I started for home.

32. July 4, 1851, I started inland from Panama in the morning, and reached Golconda in the evening. On the 5th and 6th I went down the Chagres River to the port of the same name.

33. By Fall River steamer I reached Newport, whence, after a visit of two days to Providence, I put out in the two-masted, clinker-built, sharp-sterned boat Oregon, commanded by Captain Thomas Rose, then associated with William P. Ball, Esq., in carrying the weekly mail to Block Island. I reached home July 23, 1851, after an absence of one year, eight months, and twenty-four days.

34. In a few weeks, dreams of California and its wealth so far overcame home ties, that October 23 found me leaving once more, bound for the land of gold. On November 6 we left Chagres and started up the river, reaching Cruces on the 8th, and Panama on the 9th, stopping at the old American House, that nondescript of all hotels that ever cumbered the earth. Next morning I went down to Taboga Island in a little steamer of the same name, to try for a chance to work my passage to the Golden Gate. Taboga is about fifteen miles from Panama, and was then a favorite rendezvous for the Pacific Mail and other steamers.

35. Messrs. Nathaniel L. Willis, Francis Willis, and Andrew V. Dodge had accompanied me from home. On the day of our arrival at San Francisco, all of us but Mr. Dodge started for the mines. We tramped from place to place for two weeks with no pecuniary success, and learned that very few miners were even paying expenses, as the rainy season was at its height. So we concluded to return to San Francisco and either go to sea or engage in freighting in the bay the rest of the winter.

36. A heavy gale in the Gulf of Tehuantepec, January 14, 15, and 16, compelled us to throw overboard most of our coal to help us keep the vessel from foundering. When we arrived at San Juan del Sud we obtained all the coal in port, and started for Panama, reaching the bay only after burning not only all this coal, but also every movable spar

and fender on board, the steerage berths, and one hundred barrels of pork. We lay three days in Panama Bay in sixty fathoms of water waiting for fuel, and then made port where we were detained nearly two weeks for repairs before we were able to start back for San Francisco.

38. The capacity of the Brooklyn was thirty-five cords of wood, for which our regular rate of freight was five dollars per cord. Andrew V. Dodge, Ben. Malone, and myself each owned one third of this sloop. We loaded along Reed's Creek, a very narrow and circuitous inlet near Saucelito, which then boasted of not more than forty inhabitants, most of whom worked in a sawmill near the shore. We then crossed the bay around San Francisco, and discharged on the east side of the old city at Mission Creek, an estuary long since covered with streets and buildings. At the close of our thirteenth trip I sold my part of the sloop to Henry Sherman Clarke, of Newport, R. I., and started once more for the mines, accompanied this time by Andrew V. Dodge. The figures given are the total receipts of the boat.

39. Mr. Andrew V. Dodge and I arranged with P. M. Randall, of Westerly, R. I., to work two of his mining shares in the Nimrod Company, operating on the North Fork of the American River, at Union Bar, he to furnish our board and receive the gross returns from one of the shares. But the Knickerbocker Company dammed the river just below us, and held so much water back on our lead, that, after a determined but unsuccessful effort to overcome the difficulty with a steam pump, we relinquished our claim, without having made a dollar. A fluctuating experience of three months on the banks of various rivers convinced me that the receipts for freighting wood and merchandise in San Francisco bay were far more safe and sure, even if less tempting, than the occasional profits of mining. So the 9th of October found me, in company with Andrew V. Dodge and Ben. Malone, as owners of the schooner Catherine Miller, whose capacity was fifty cords of wood, and of which I was captain. Each of the three partners claimed one third of the receipts, as in the Brooklyn.

39-76. My total freight receipts were \$8,785.71. The bricks carried in 44, 48, 49, and 51 were made by convicts in the State's Prison at Corte Madeira. Our outward loads in trips 45 and 46 consisted of part of the cargo of the clipper ship George Law, which had just arrived from New York, by way of Cape Horn. It was the boiler, machinery, and frame of a large sawmill. In No. 54 we carried six passengers to Sacramento, returning with wood. Thatcher's Yard, in No. 43, was between Mission Creek and Rincon Point. Taylor's Wharf, No. 40, was on North Beach. Loads 47, 50, 53, and 54 were delivered to Ben. Malone. Load 52 consisted of 12 tons, 600 lbs. of barley, 5.581 ft. boards, and one cow. Loads 48 and 51 were delivered to various San Francisco parties. All the others, not above specified, going to various brick kilns on Mission Creek, as follows: 39 and 41 to "The Dutchman's"; 42, 56, 60, 62, 67, 70, 72, and 75 to Loyhead's; 55 and 58 to Webster's; 57 to Morrill's; 59 to Bellen's; 61 and 73 to Beekman's; 63 to Wirt's; 64, 65, 68, 69, and 71 to Littlefield's; 66 and 74 to Tico's; and 76 to Coggan's.

76. As the two years which I had intended to spend away from home had nearly expired, and the schooner must soon be laid up for extensive repairs preparatory to winter coasting, I concluded to sell out, and on September 14 found a ready purchaser in Henry Sherman Clarke, who had previously bought my share in the Brooklyn. On the 16th I started for home.

77. Arriving at San Juan del Sud about noon, September 29, I lost no time in procuring a mule, on which I rode about ten miles, much of the way up hill, to Virgin Bay, a southwestern bight of Lake Nicaragua. Here we embarked the following evening on the little Vanderbilt Line steamer Central America, commanded by Capt. George B. Slocum, of Newport, a former shipmate of my brother Hiram D. Ball. Early next morning, in compliance with an old Spanish custom, we sent a boat to Fort San Carlos, on an island of the same name, near the eastern entrance of the lake, and obtained a permit to pass down the San Juan River. Twenty-eight miles below, at Toro, or Bull Rapids, we left the steamer and continued in small boats for ten miles to Castillo Rapids, around which we had to walk, but beyond which we found a river steamer in waiting, which landed us at San Juan del Norte, or Graytown, in the evening of the same day. A short night's rest on the floor of a large building formerly used as a storehouse was followed by a scramble for boats to the New York steamer in the outer harbor, and an even greater rush to secure steerage berths before all were taken.

78. From New York I went at once to Newport, and thence directly home on the sharp-stern, two-mast boat Vanderbilt, arriving on the 12th of October, after an absence



of two years, lacking eleven days. In the following April I engaged in mercantile business at Block Island, continuing in the same line until March, 1873, when I began to lay the foundations of the Ocean View Hotel. The house was opened in June, 1874, and has occupied my attention pretty closely ever since.

79. OUR TRIP TO EUROPE. A summary of this journey, made by Mrs. Ball and myself, in the summer of 1888, is given on pages 21 and 22.

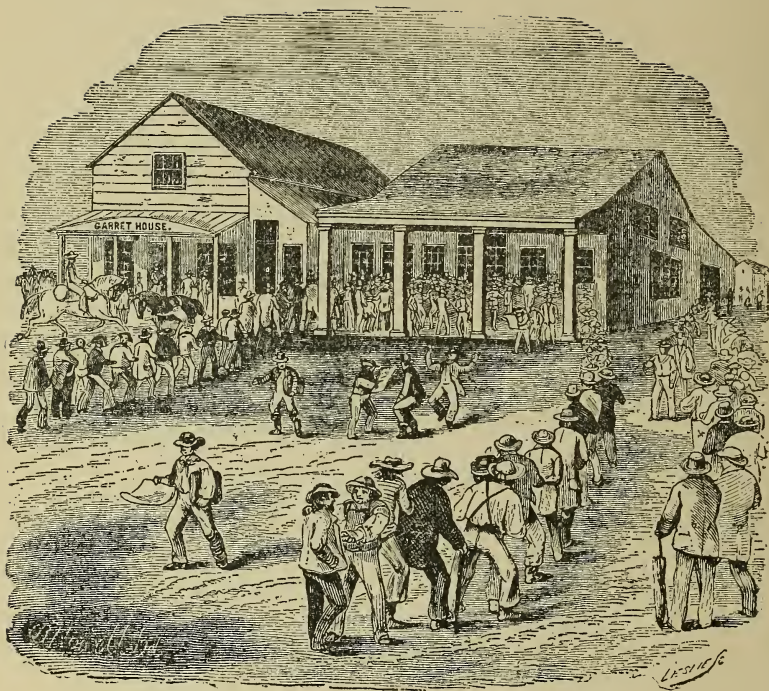
80. OUR TRIP AROUND THE WORLD. Sept. 12, 1891, Mrs. Ball and I left Block Island on steamer Mount Hope, and on September 26 next we sailed from San Francisco on steamer China, Captain Seabury, for a journey around the world, from which we returned May 25, 1892. A full account of this trip will be found in my scrapbooks, made up of a series of letters which appeared in the *Newport Mercury* and also in three typewritten volumes in my library.

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*From the Newport Mercury, John P. Sanborn, Editor and Proprietor.*

SATURDAY, Sept. 17, 1892.

We publish to-day the last of the interesting series of letters by the Hon. Nicholas Ball on his trip around the world. Our readers have had in these graphic letters the rare opportunity of following the distinguished writer from the time he leaves Block Island, Sept. 12, 1891, to his return to that beautiful isle, some eight months later, during which time he has circumnavigated the globe, has witnessed many marvellous and interesting scenes both by land and sea, and has stored up a vast fund of information in regard to the countries visited. These letters have been of great historic value, and the very readable manner in which he has pictured the manners, customs, etc., of the different people of the globe has made their weekly appearance an event to be looked forward to with pleasing anticipations. We hope that Mr. Ball may be induced to put these letters into book form that they may be preserved for future generations to read.



POST-OFFICE SCENE. — 1849.

## SUMMARY OF A TRIP TO EUROPE.

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June 11, 1888, Mrs. Ball and I left Block Island. On the 13th we sailed from New York, bound for Liverpool, on the Anchor Line steamer "City of Rome." From Liverpool we travelled through Glasgow, Edinburgh, and Stratford-on-Avon, arriving in London on the 27th.

July 2, in the evening, we took passage at Harwich on the steamer "Lady Tyler," and crossed the North Sea to Rotterdam, thence visiting successively The Hague, Amsterdam, Antwerp, Brussels, Waterloo, and Cologne. Next, on the steamer "Deutsche Kaiser," we passed up the Rhine on the morning of July 9, landing at Biebrich at 9 P. M. From this place we went in teams to Wiesbaden, where we remained one night and one day, and then proceeded to Frankfort-on-the-Main, Berlin, Potsdam, and Dresden, where we spent Sunday, July 15. The next day we had a most enjoyable sail up the beautiful Elbe, and back to Dresden. Leaving early in the morning of the 17th, we reached Munich in the evening, and continued our journey to Linz, where we passed the night. Next morning, by steamer on the Danube, we went to Vienna, and thence by railroad through the Semmering Pass, with its thirty tunnels and thirty-eight bridges, we crossed the Noric Alps to Adelsberg, where we visited the grotto of the same name.

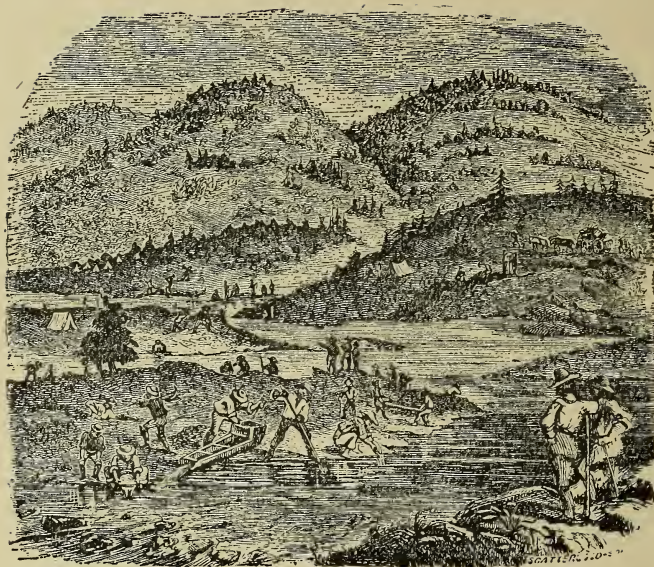
Our next stop was at Venice, until the 30th, when we left for a ride of one day and one night to Florence. From Florence to Rome was a seven hours' ride; and, when we left, all too soon, we were nine hours in reaching Naples, August 6. At three o'clock next morning we started for Mt. Vesuvius, visiting the mountain and Pompeii, and continuing to Sorrento, where we remained all night. Next day we went to Capri Island, visiting the Blue Grotto at low tide, and returning to Naples, whence we went to Pisa and Milan. From August 14 we spent three days among the villages on Lakes Como, Maggiore, Lugano, and Locarno, and then continued through St. Gothard Tunnel, nine miles long, and forty-eight shorter ones, and on to Lucerne, where we visited Mt. Rhigi. Our next journey led across Lake Thun to Interlaken, where we made short trips to Grindelwald and its glaciers, and the Staubbach Falls. Our next stops were at Berne, Lausanne, the Castle of Chillon on Lake Geneva, and Martigny; whence we went in a team, stopping for dinner at Trumt, through Tête Noir Pass

to Chamouni, and thence, fifty miles by diligence, to Geneva, arriving August 27.

A ride of twenty-four hours by railroad brought us the next day to Paris, where we remained until September 3, when, by railroad along the Valley of the Seine, we passed through Rouen to Dieppe, where we took steamer across the Channel to Newhaven, proceeding by rail to London. On the 10th we went to Liverpool, and next day to Chester, Eton Hall, and Dolgelly, Wales. The following day we lunched at Bangor on our way to Holyhead, where we embarked on the Royal Mail Steamer Rose, which crossed St. George's Channel to Dublin. Belfast, Portrush, and the Giant's Causeway were visited the next day, and on the following we spent a few hours in Londonderry, returning to Dublin to stay until the 17th, when we went to Killarney, crossing the lake of that name and riding through Dunloe Pass. Thence we went to Cork, visiting Blarney Castle on the 19th, and reaching Queenstown the next day. September 20 we sailed on the steamer City of Rome, and on the 27th reached New York, whence we went to Block Island, via Newport, arriving home on the 29th, after an absence of three months and eighteen days.

ITEMIZED  
GOLD MINING RECORD  
KEPT IN CALIFORNIA  
BY  
NICHOLAS BALL  
IN  
1850 AND 1851.





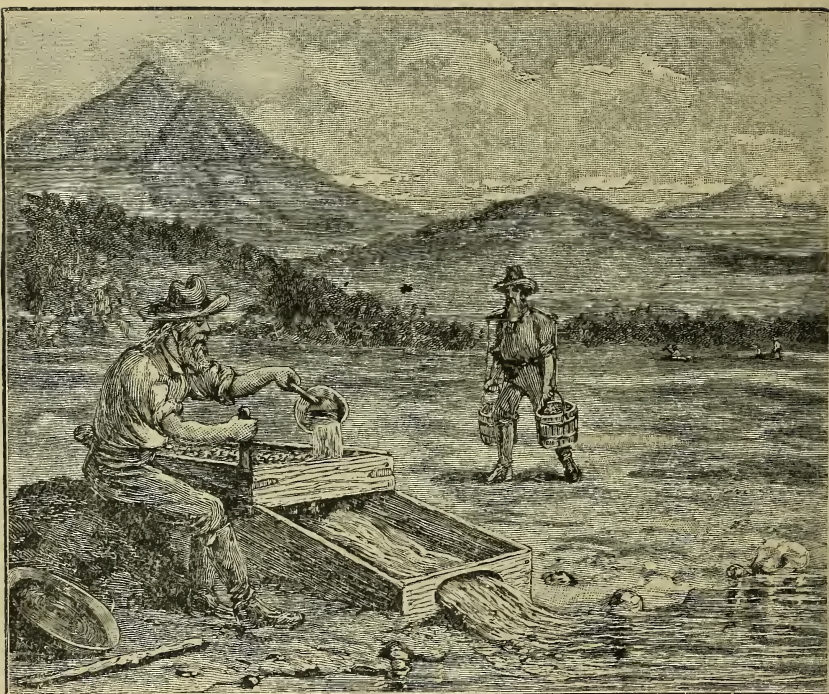
A MINING SCENE — 1849.

## PREFACE.

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From time to time, while corresponding with former companions and acquaintances in the mines of California, I have had occasion to quote from my old mining books, in which I kept a careful record of every bucket of dirt washed, with receipts in gold-dust therefrom, and of other transactions in minute detail. My friends have often suggested that this record should be put into proper form and published, as it gives an unusually faithful account of the actual work done by placer miners, and shows the exact cost and profit. Acting on such suggestions, I have prepared the following sketch, which I hope may aid in preserving an accurate history of

“The days of old,  
The days of gold,  
The days of '49.”



THE ROCKER.



## MINING RECORD.

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With Mr. John W. Dodge and three members of the Westerly and California Company, Lamb, Lamphere, and Nichols, I spent two and one half months in travelling, prospecting, and occasional mining among the placers of Northern California, going as far as the western slope of the Sierra Nevada Mountains. The air was full of tales of wonderful discoveries, particularly in Sonora, Tuolumne County, and very especially along Sullivan's Creek in that county, where one prospector had picked up, as was reported, a yellow lump weighing twenty-eight pounds avoirdupois. As we moved from camp to camp, however, we soon noticed how very few were the undisputed stories of this kind; although they were repeated so many times and with such variation of incident and embellishment that a careless listener would suppose that nuggets were sown in California thick as rocks on new England hills.

At rare intervals, one man out of ten thousand would thus find a fortune in a day, but the report of his success would inflame the minds of hundreds and even thousands of others, begetting a desire for sudden wealth which burned like a slow fever in their brains until, after months and years of weary wandering and prospecting, a species of mining insanity would follow, or the revulsion of disappointment would drive them homeward to other pursuits, or make them easy victims of the first severe exposure.

A little calm observation and inquiry showed us that the more restless prospectors were poor, as a class, so we concluded to descend to the North Fork of the American River, give up looking for large yields, and be satisfied with smaller but steady gains. On our way down, Dodge, Lamb and Lamphere left us, one at a time, near Kelly's Bar. Nichols and I soon found five men willing to work hard and steadily in one place for moderate returns. These were Cottrell, Hiscox, and Larkin, who had accompanied us around Cape Horn, and Messrs. Knight and Pratt, at work near them. We decided to attack the famous sand bank on Rattlesnake Bar, which had been attempted by hundreds of parties before, but always abandoned in disgust, without reaching bedrock, because of the almost water-like persistency with which the sand would sink to find a level and fill their holes. Our experience is given in the appended

## NOTES FROM MY JOURNAL.

NORTH FORK AMERICAN RIVER, RATTLESNAKE BAR, CAL.,

Monday, August 19, 1850.

We came down on the Bar from the mountains, and formed a company of seven to work on the sand bank: Matthew S. Nichols, of Central Village, Conn., Samuel F. Larkin, Alfred Hiscox, and William H. Cottrell, of Westerly, R. I., William Knight and a Mr. Pratt, of Rockport, Mass., and myself. Two went to Sacramento to buy oxen and a scraper, and found on their return Thursday afternoon that the rest of us had washed out \$120. All worked Friday, Saturday, Monday, Tuesday, and Wednesday, scraping sand from a strip of land twenty feet wide, extending from the base of the hill to the river, digging up roots and bushes, and heaping stones to be thrown into the holes from which dirt would be removed later to rocker and pan. Having cleared our lead by Thursday noon, we began systematic washing as per table.

In sharing our gold at the end of each week, or for any shorter period sometimes chosen for convenience, we would divide so as to be certain to give each man his full proportion and leave a little in the quart bottle in which we kept our dust. Otherwise the portion of the last man might prove a trifle short, necessitating a second division.

October 5 Pratt and Knight sold out to David Small and Michael Pattern, of Cherryfield, Maine.

At noon, October 30, Cottrell sold out to Josiah D. Pulsifer, of Mechanics Falls, Maine. At noon, Nov. 2, Hiscox sold to Dr. N. G. H. Pulsifer, brother of Josiah, and on the same day Larkin sold to our company for \$75, thus leaving six shareholders, and slightly changing our next division.

Monday, November 4, I went to Sacramento for provisions; my companions meanwhile building a cabin for occupancy during the winter and spring. Each side consisted of two butt logs of large trees, set one upon the other, and framed together at the ends. Above these logs was a "raise" of two feet of light canvas, surmounted by a roof of heavier canvas, with another similar roof or "kite" a foot higher, the double protection being necessary to keep us dry whenever the windows of heaven

should open in the old California way. The cabin had no floor, so it was ready for storing provisions when I returned; and, after laying in a good supply of wood for fuel, we moved once more to the music of pick and shovel daily, as the weather and the state of the river would permit.

April 4 and the following night we experienced a heavy freshet. Everything was overflowed nearly to the base of the hills, and dams were carried away in many places in the river above. Quantities of mining material and supplies swept by on the turbulent flood, but we lost nothing. When our prospects looked most dubious Dr. N. G. H. Pulsifer and David Small sold out, Nichols buying one of the shares, and John M. Carnes, of Provincetown, Mass., the other. On April 5 the water began to fall gradually, subsiding even more rapidly the next day, so on Monday, April 7, we shovelled away the sand which had buried our lead, and began washing again Tuesday morning.

At noon, May 28, Nichols sold out one share to a Mr. Wyman, and at noon, Friday, May 30, he sold the other to a Mr. Leland for \$140. At the same time that Leland bought this share Carnes sold out to a Mr. Wood for \$135. Josiah D. Pulsifer had sold out earlier the same day, May 30, to a Mr. Mathews. Sunday, June 1, Michael Pattern sold out for \$140 to a purchaser whose name I do not recall.

Monday morning found only myself left at work of our original company, who had all got enough to grow uneasy for home, sweet home, or for claims where \$10,000 nuggets abounded. They were packing to leave on Tuesday. Before two hours had passed I found that the reputation of Rattlesnake Bar stood so high in the minds of the new shareholders that they believed it would pay big dividends with little labor, and so were willing to stand by and see it work itself, instead of exercising vigorously with pick, shovel, and rocker. I worked hard all day and urged and encouraged my companions to do likewise; but in vain, for they were good talkers, but shirking laborers. Strangely enough, they were desirous of buying me out, possibly thinking that my example was not conducive to the easy times and soft job they were after, so I sold out that night for \$150 and left with my old companions for Sacramento the next day. Years after, under hydraulic processes, our old abandoned claim was extended into the hill back of where our tent stood, and yielded enormous profits.





PLACER MINING.

# ITEMIZED MINING RECORD

KEPT BY

## NICHOLAS BALL IN 1850 AND 1851.

Year and Month. Day of Month.	Day of Week.	PAILS OF DIRT.			VALUE OF GOLD WASHED OUT.						REMARKS.	
		Daily.	Weekly.	Monthly.	Daily.		Weekly.		In four weeks.			
					Total.	Per Man.	Total.	Per Man.	Total.	Per Man.		
1850, August.	23 Friday											Clearing a Lead.
	24 Saturday											Did not work.
	25 Sunday											Clearing a lead.
	26 Monday											"
	27 Tuesday											"
	28 Wednesday											Began at noon.
	29 Thursday	320			\$131.00	\$18.71						\$120.00 from week before.
30 Friday	550			260.50	37.21	\$120.00					See division table.	
31 Saturday	530	1600	2180	221.00	31.55	612.50	\$87.47	\$732.50	\$104.61			
1850, September.	1 Sunday											
	2 Monday	320			119.00	17.00						
	3 Tuesday	460			184.00	26.28						
	4 Wednesday	410			137.75	18.39						
	5 Thursday	500			159.00	22.51						
	6 Friday	520			168.87	24.12						
	7 Saturday	400	2610		132.88	18.98	902.50	127.28				
	8 Sunday											
	9 Monday	420			131.75	18.82						
	10 Tuesday	460			150.00	21.42						
	11 Wednesday	560			312.00	44.57						
	12 Thursday	630			553.00	79.00						
	13 Friday	510			413.00	59.00						
	14 Saturday	580	3160		524.00	74.85	2083.75	297.66				
	15 Sunday											
	16 Monday	530			379.50	54.21						
	17 Tuesday	510			305.00	43.57						
	18 Wednesday	420			138.00	19.71						Forenoon only.
	19 Thursday	480			167.00	23.85						
	20 Friday	490			190.00	27.14						
	21 Saturday	510	2940		227.00	32.71	1406.50	201.19				
	22 Sunday											
	23 Monday	480			212.00	30.28						
	24 Tuesday	520			254.00	36.28						
	25 Wednesday	380			104.50	14.92						Forenoon only.
	26 Thursday	440			181.50	25.92						
	27 Friday	500			200.00	28.57			20.50			\$20.50 reserve.
	28 Saturday	460	2780	11490	153.00	21.85	1105.00	157.82	5518.25	783.95		See division table.
	29 Sunday											
	30 Monday	530			254.50	36.35						
1850, October.	1 Tuesday	520			250.50	35.78						
	2 Wednesday	500			234.00	33.42						
	3 Thursday	540			250.50	35.78						
	4 Friday	580			270.75	38.67						
	5 Saturday	360	3030		187.00	26.71	1447.25	206.71				First change in Company.
	6 Sunday											
	7 Monday	360			163.00	23.28						
	8 Tuesday	280			93.00	13.28						Forenoon only.
	9 Wednesday	410			153.00	21.85						
	10 Thursday	420			141.50	20.21						
	11 Friday	530			208.50	29.78						
	12 Saturday	550	2550		269.50	38.50	1028.50	146.90				
	13 Sunday											
	14 Monday	480			122.00	17.42						
	15 Tuesday	520			132.50	18.92						

Year and Month.	Day of Month.	Day of Week.	PAILS OF DIRT.			VALUE OF GOLD WASHED OUT.						REMARKS.		
			Daily.	Weekly.	Monthly.	Daily.		Weekly.		In four weeks.				
						Total.	Per Man.	Total.	Per Man.	Total.	Per Man.			
1850, October.	16	Wednesday	480			\$179.00	\$25.57							
	17	Thursday	560			176.50	25.21							
	18	Friday	340			94.00	13.42							
	19	Saturday	460	2840		106.00	15.14	\$810.00	\$115.68					
	20	Sunday												
	21	Monday	480			132.00	18.85							
	22	Tuesday	420			129.50	18.50							
	23	Wednesday	430			63.50	9.07							Forenoon only.
	24	Thursday	424			117.00	16.71							
	25	Friday	420			103.00	14.71			\$7.00		\$7.00 reserve.		
	26	Saturday	460	2574	10994	104.75	14.96	649.75	92.80	3942.50	\$562.09	See division table.		
	27	Sunday												
28	Monday	350			76.50	10.92								
29	Tuesday	240			54.50	7.78								
30	Wednesday	640			169.50	24.21							Second change.	
31	Thursday	310			116.50	16.64								
1850, November.	1	Friday	650			74.00	10.57							
	2	Saturday	140	2330		67.00	9.57	558.00	79.69					Forenoon only. Change.
	3	Sunday												
	4	Monday												We prepare for winter.
	5	Tuesday												"
	6	Wednesday												"
	7	Thursday												"
	8	Friday												"
	9	Saturday												"
	10	Sunday												"
	11	Monday												"
	12	Tuesday												"
13	Wednesday												"	
14	Thursday	200			20.50	3.41							Two men removing sand.	
15	Friday	320			35.00	5.83							"	
16	Saturday	380	900		45.00	7.50	100.50	16.75					"	
17	Sunday													
18	Monday	500			50.50	8.41								
19	Tuesday	160			9.00	1.50								
20	Wednesday	500			47.00	7.83								
21	Thursday	500			48.00	8.00								
22	Friday	460			37.25	6.20			6.50		\$6.50 reserve.			
23	Saturday		2120	5350			191.75	31.94	856.75	128.38	Re'm'g sand. See div. table.			
24	Sunday													
25	Monday	140			5.00	.83								
26	Tuesday	240			10.00	1.66								
27	Wednesday	300			26.00	4.33								
28	Thursday	520			80.00	13.33								
29	Friday	475			160.00	26.66								
30	Saturday	620	2295		196.00	32.66	477.00	79.47						
1850, December.	1	Sunday												
	2	Monday	260			57.00	9.50							
	3	Tuesday	420			67.00	11.16							
	4	Wednesday	425			86.00	14.33							
	5	Thursday	450			41.00	6.83							
	6	Friday	425			92.50	15.41							
	7	Saturday	312	2292		69.00	11.50	412.50	68.73					
	8	Sunday												
	9	Monday	450			47.25	7.87							Afternoon only.
	10	Tuesday	310			53.75	8.95							
	11	Wednesday	800			233.00	38.83							
	12	Thursday	625			117.50	19.58							
13	Friday	675			171.25	28.54								
14	Saturday	620	3480		84.50	14.08	707.25	117.85						
15	Sunday													
16	Monday	460			96.00	16.00								
17	Tuesday	428			87.00	14.50								
18	Wednesday	360			72.00	12.00								
19	Thursday	350			51.00	8.50								
20	Friday	400			26.00	4.33								
21	Saturday	320	2318	10385	20.00	3.33	352.00	58.66	1948.75	324.71	See division table.			
22	Sunday													
23	Monday	400			35.50	5.91								
24	Tuesday	460			62.00	10.33								



Year and Month. Day of Month.	Day of Week.	PAILS OF DIRT.			VALUE OF GOLD WASHED OUT.						REMARKS.			
		Daily.	Weekly.	Monthly.	Daily.		Weekly.		In four weeks.					
					Total.	Per Man.	Total.	Per Man.	Total.	Per Man.				
1851, January.	25	Wednesday	640			\$95.50	\$15.91							
	26	Thursday	410			74.00	12.33							
	27	Friday	600			89.00	14.83							
	28	Saturday	360	2870		139.50	23.25	\$495.50	\$82.56					
	29	Sunday												
	30	Monday	540			48.00	8.00							
	31	Tuesday	620			134.00	22.33							
	1	Wednesday	584			209.50	34.91							
	2	Thursday	190			54.00	9.00							
	3	Friday	100			24.00	4.00							
	4	Saturday	700	2734		120.50	20.08	590.00	98.32					
	5	Sunday												
	6	Monday	560			114.50	19.08							
	7	Tuesday	710			124.50	20.75							
	8	Wednesday	415			182.00	30.33							
	9	Thursday												All shoveled sand.
	10	Friday	660			43.50	7.25							
	11	Saturday	820	3165		48.00	8.00	512.50	85.41					
	12	Sunday												
	13	Monday	680			113.00	18.83							
	14	Tuesday	600			88.50	14.75							
	15	Wednesday	340			50.00	8.33							
	16	Thursday	200			16.50	2.75							
	17	Friday	550			100.50	16.75							
	18	Saturday	664	2734	11503	122.50	20.41	491.00	81.82	\$10.00 2099.00	\$348.11			\$10.00 reserve. See division table.
	19	Sunday												
	20	Monday	220			57.50	9.58							
	21	Tuesday	420			77.00	12.83							
	22	Wednesday	794			101.50	16.91							
	23	Thursday	640			33.00	5.50							
	24	Friday	620			43.50	7.25							
25	Saturday	188	2882		18.00	3.00	330.50	55.07					Forenoon only.	
26	Sunday													
27	Monday	660			181.50	30.25								
28	Tuesday	530			130.00	21.66								
29	Wednesday	344			78.50	13.08								
30	Thursday	360			94.00	15.66								
31	Friday	706			158.50	26.41								
1851, February.	1	Saturday	320	2820		58.50	9.75	701.00	116.81					
	2	Sunday												
	3	Monday												All shoveled sand.
	4	Tuesday	830			180.00	30.00							
	5	Wednesday	660			282.50	47.08							
	6	Thursday	620			175.50	29.25							
	7	Friday	644			320.50	53.41							
	8	Saturday	530	3284		167.00	27.83	1125.50	187.57					
	9	Sunday												
	10	Monday												All shoveled sand.
	11	Tuesday	764			145.00	24.16							
	12	Wednesday	560			64.00	10.66							Forenoon only.
	13	Thursday												All shoveled sand.
	14	Friday	476			32.00	5.33							Afternoon only.
	15	Saturday	1150	2950	11936	86.50	14.42	327.50	54.57	2484.50	414.02			See division table.
	16	Sunday												
	17	Monday	740			79.00	13.16							
	18	Tuesday	660			91.00	15.16							
	19	Wednesday	580			91.50	15.25							
	20	Thursday	250			19.00	3.17							Forenoon only.
	21	Friday	1000			42.00	7.00							Top dirt.
	22	Saturday	750	3980		65.00	10.83	387.50	64.57					
	23	Sunday												
	24	Monday	440			26.00	4.33							
	25	Tuesday	655			72.00	12.00							
	26	Wednesday	750			105.00	17.50							
	27	Thursday	580			153.00	25.50							
	28	Friday												All removing sand.
1	Saturday	960	3385		48.00	8.00	404.00	67.33						
2	Sunday													
3	Monday	920			57.75	9.62								

Year and Month.	Day of Month.	Day of Week.	PAILS OF DIRT.			VALUE OF GOLD WASHED OUT.						REMARKS.			
			Daily.	Weekly.	Monthly.	Daily.		Weekly.		In four weeks.					
						Total.	Per Man.	Total.	Per Man.	Total.	Per Man.				
1851, March.	4	Tuesday	1200			\$197.50	\$32.92								
	5	Wednesday	770			377.50	62.91								
	6	Thursday	710			437.00	72.83								
	7	Friday	680			358.00	59.66								
	8	Saturday	850	4857		138.00	23.00	\$1565.75	\$260.94						
	9	Sunday													
	10	Monday											All removed sand.		
	11	Tuesday											"		
	12	Wednesday	1200			62.50	10.41								
	13	Thursday	1180			68.75	11.46								
	14	Friday	1200			68.50	11.41								
	15	Saturday	1200	4780	17002	56.00	9.33	255.75	42.61	\$2613.00	\$435.45	See division table.			
	16	Sunday													
	17	Monday	660			99.00	16.50								
	18	Tuesday	696			210.00	35.00								
	19	Wednesday	600			221.00	36.83								
	20	Thursday	370			86.00	14.33						Forenoon only.		
	21	Friday	506			187.00	31.17								
	22	Saturday	540	3372		132.00	22.00	935.00	155.83						
	23	Sunday													
	24	Monday	635			144.00	24.00								
	25	Tuesday	320			85.00	14.16						Forenoon only.		
	26	Wednesday											All shoveled sand.		
	27	Thursday	410			57.00	9.50								
	28	Friday	890			350.00	58.33								
	29	Saturday	318	2573		53.50	8.91	689.50	114.90				Forenoon only.		
	30	Sunday													
	31	Monday											All shoveled sand.		
	1851, April.	1	Tuesday	1300			33.75	5.62						Top dirt.	
		2	Wednesday	1180			38.50	6.42							
		3	Thursday	973			32.75	5.46							
4		Friday											Heavy freshet.		
5		Saturday		3453				105.00	17.50				Water falling in P. M.		
6		Sunday											Water falling rapidly.		
7		Monday											All removed sand.		
8		Tuesday	560			105.25	17.54								
9		Wednesday	770			83.50	13.91								
10		Thursday	760			204.00	34.00								
11		Friday	640			324.50	54.08			25.00		\$25.00 reserved.			
12		Saturday	660	3390	12788	224.00	37.33	941.25	156.86	2695.75	445.09	See division table.			
13		Sunday													
14		Monday											Clearing a lead		
15		Tuesday											and scraping away		
16		Wednesday											sand with mules.		
17		Thursday	440			74.50	12.41						Afternoon only.		
18		Friday	1050			170.00	28.33								
19		Saturday	1040	2530		91.75	15.29	336.25	56.03						
20		Sunday													
21		Monday	920			257.25	42.87								
22		Tuesday	970			307.00	51.16								
23		Wednesday	764			249.00	41.50								
24		Thursday	264			120.00	20.00								
25		Friday	490			48.25	8.04								
26		Saturday	1250	4658		204.00	34.00	1185.50	197.57						
27		Sunday													
28		Monday	1380			109.50	18.25								
29		Tuesday	930			192.00	32.00								
30		Wednesday	855			20.00	3.33						Afternoon only.		
1851, May.		1	Thursday											All shoveled sand.	
	2	Friday	280			2.25	.37						Half forenoon only.		
	3	Saturday	440	4165		16.50	2.75	340.25	56.70						
	4	Sunday													
	5	Monday	1200			153.75	25.62								
	6	Tuesday	1282			201.00	33.50								
	7	Wednesday	202			66.25	11.04					Forenoon only.			
	8	Thursday	640			8.00	1.33					Washed dirt $\frac{1}{4}$ day.			
	9	Friday	430			108.25	18.04			15.00					
	10	Saturday	960	4714	16067	445.50	74.25	982.75	163.78	2859.75	474.08	See division table.			
	11	Sunday													
	12	Monday	1168			267.00	44.50								



Year and Month.	Day of Month.	Day of Week.	PAILS OF DIRT.			VALUE OF GOLD WASHED OUT.						REMARKS.
			Daily.	Weekly.	Monthly.	Daily.		Weekly.		In four weeks.		
						Total.	Per Man.	Total.	Per Man.	Total.	Per Man.	
1851, May.	13	Tuesday	720			\$348.50	\$58.08					Clearing a lead.
	14	Wednesday	80			26.50	4.41					
	15	Thursday										
	16	Friday	360			71.00	11.83					
	17	Saturday	840	3168		326.75	54.46	\$1039.75	\$173.28			
	18	Sunday										
	19	Monday	1200			297.00	49.50					Clearing a lead. "
	20	Tuesday	980			323.00	53.83					
	21	Wednesday	120			31.50	5.25					
	22	Thursday										
	23	Friday										
	24	Saturday	920	3220		57.00	9.50	708.50	118.08			
	25	Sunday										
	26	Monday	1150			179.75	29.96					Clearing a lead.
	27	Tuesday	1220			190.50	31.75					
	28	Wednesday	1430			198.75	33.12					
	29	Thursday	1050			165.75	27.63					
	30	Friday	320			63.00	10.50					
	31	Saturday		5170	11558			797.75	132.96	\$2546.00	\$424.32	
1	Sunday										Clearing a lead. I sold my share.	
2	Monday											
3	Tuesday											

## DIVISION TABLE FOR EACH FOUR WEEKS.

RECEIPTS PER WORKING ACCOUNT FOR WEEK ENDING.										Reserve.	Total.	Amount Divided.	Each Share.	Undivided.
1850	Had	not	begun	Aug. 24	\$120.00	Aug. 31	\$612.50	\$00.00	\$732.50	\$712.00	\$101.71	\$20.50		
Sept. 7	\$902.50	Sept. 14	\$2083.75	Sept. 21	1406.50	Sept. 28	1105.00	20.50	5518.25	5511.25	787.32	7.00		
Oct. 5	1447.25	Oct. 12	1028.50	Oct. 19	810.00	Oct. 26	649.75	7.00	3942.50	3936.00	562.28	6.50		
Nov. 2	558.00	Nov. 9	0.00	Nov. 16	100.50	Nov. 23	191.75	6.50	856.75	856.75	142.79	0.00		
Nov. 30	477.00	Dec. 7	412.50	Dec. 14	707.25	Dec. 21	352.00	0.07	1948.75	1938.75	323.12	10.00		
Dec. 28	495.50	Jan. 4	590.00	Jan. 11	512.50	Jan. 18	491.00	10.00	2099.00	2099.00	349.83	0.00		
Jan. 25	330.50	Feb. 1	701.00	Feb. 8	1125.50	Feb. 15	327.50	0.00	2484.50	2484.50	414.08	0.00		
Feb. 22	387.50	Mar. 1	404.00	Mar. 8	1565.75	Mar. 15	255.75	0.00	2613.00	2588.00	431.33	25.00		
Mar. 22	935.00	Mar. 29	689.50	Apr. 5	105.00	Apr. 12	941.25	25.00	2695.75	2680.75	446.79	15.00		
Apr. 19	336.25	Apr. 26	1185.50	May 3	340.25	May 10	982.75	15.00	2859.75	2859.75	476.62	0.00		
May 17	1039.75	May 24	708.50	May 31	797.75	Sold out.		0.00	2546.00	2546.00	424.33	0.00		
												\$28212.75	\$4460.20	

## CORRESPONDENCE, ETC.

NORTH FORK AMERICAN RIVER, RATTLESNAKE BAR, CAL.,

January 19, 1851.

BROTHER JOSEPH: I believe I owe you a letter, and Sunday gives me a little leisure to pay the debt. Sunday is the only day in the diggings for writing letters, the other six being occupied in digging and washing out the gold. Sunday is the day for washing and mending clothes, fixing tools, writing letters, etc., etc. There are no more Sabbaths in the mines than at sea, where Jack's business is as the verse has it: "Six days shalt thou labor and do all thou art able; on the seventh holystone the deck and scrape the chain cable." I will begin at the beginning of my mining experience and give you a brief account of my doings up to this time. On the 28th of May, in company with four others,—my old friend, J. W. Dodge, and three members of the Westerly and California Company, Nichols, Lamb, and Lamphere,—I set out from Sacramento City for the Northern diggings, and first brought up at Georgetown, near the Middle Fork of the American River; worked some in the dry diggings at that place, and prospected on the Middle Fork.

We remained at Georgetown about a month; made from five dollars to ten dollars a day, but not satisfied with this, and finding almost every one else on the move, we followed the example, and set out anew in search of better diggings. We purchased two mules, packed up our traps, and spent some two months in travelling, prospecting, and digging, before we came to permanent quarters at this place. On our travels we visited Spanish Bar on the Middle Fork, Kelly's Bar on the North Fork, passed through Illinois Town and Cold Spring to Bear River, thence on the emigrant road to the South Yuba. A great part of our number visited the Sierra Nevada Mountains; found snow in some places forty feet deep, but no gold, or any indication of it.

Not meeting in our northern travels with our anticipated success, we prepared to return to the North Fork, with the intention of damming the river. We came out about fifty miles above this, or ninety from Sacramento City, at the junction of the North Fork. Here we clambered over hills of vast height and steepness. We had to descend some two and a half miles with our mules, where we were all the while in danger of casting away, and all going to the bottom together. We were near half a day beating down, for it was impossible to sail a direct course. At the junction we remained a few weeks, but found no encouragement for damming. The diggings yielded some ten dollars per day, but prices were so high that we concluded to "vamose," and, hearing flattering reports from Nevada City, we visited it. Here are coyote diggings, where they sink holes from thirty to eighty feet perpendicular, until they come to the bed granite, and then undermine in all directions, after the manner of the prairie wolf or coyote, which gives the name to this method of digging. Here many were doing well, taking out pounds per day, but a great majority making little or nothing. There was a scarcity of water, much sickness, and great danger of losing your labor, so we concluded to return again to the North Fork, lower down, giving up prospecting, and work for such pay as we could get. Our high anticipation and the great stories afloat had kept us prospecting until we were completely sick of it, and ready to settle down and be satisfied with small but steady gains.

On our way down our three companions, — Dodge, Lamb, and Lamphere, — dropped off, one after another, near Kelly's Bar; but Nichols and myself kept on, till near the last of August we brought up at this place, when we fell in with Cottrell, Hitchcock, and Larkin, our companions around the Horn, who had just made a prospect beneath a deep bank of quicksand, and there discovered earth which paid about seventy-five cents a bucket. This quicksand is very difficult of removal by shovelling; for when dry it seeks its equilibrium, commences running, and is hardly satisfied with anything else than a water level. We therefore formed a company, took in two others, Pratt and Knight, who were working near by, and purchased oxen and scraper to remove the sand by an easier method,—a method we have followed ever since, which still leaves us plenty of shovelling of bottom sand and some layers of earth which do not contain sufficient gold to pay us for washing. In the course of our labors we have discovered that there is a line of gold running parallel with the river, some three or four rods from it and some twelve feet wide, where the gold is most abundant. From this line it diminishes both towards the river and from it; but diminishes so gradually that we have already worked a streak of several rods in width, and shall continue to work back as long as we shall make wages.

The gold generally is distributed through the earth with such equality that two persons washing the same number of buckets of earth will get just about the same quantity of ore. The dirt pays better as you go down towards the bed granite. The granite is always scraped, and never fails to pay better than the earth above.

In places about here, dirt that pays about five cents per bucket, if readily accessible, and convenient to water, will pay five dollars per day for working. The dirt in our leads at first paid from fifty cents to one dollar and fifty cents per bucket; it now pays from fifteen to fifty cents. We have sometimes washed top dirt which pays but six or eight cents per bucket, and have found buckets on the bed granite which have paid as many dollars, but not often nor many. Our best day's work was eighty dollars per man, and we have averaged fifty dollars per day for two weeks in succession. After working about six weeks, Pratt and Knight sold out for \$250 per share, which with their diggings in the bank amounted to about \$1,500 each. About the last of October Hitchcock, Larkin, and Cottrell sold out for seventy-five dollars each, after taking out \$2,000, since when the company have shared \$800. You express a wish that I may soon return with pockets full of shining dross. I cannot promise that my pockets will be full, for this gold is very slippery, as all the world knows, and very heavy. My pockets full would make me rich for life, according to my present idea of riches. We shall probably have work in the bank for some three or four months longer, when we shall be thrown again upon our resources. When I shall return home will depend upon my health and success in finding a new lead.

The prevailing diseases here are diarrhoea, rheumatism, and fever and ague, but my iron constitution has carried me thus far safely. I have not lost a day since we opened the sand bank.

Yours truly,

NICHOLAS BALL.

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## TRIP TO CALIFORNIA IN 1890.

Becoming a member of the Society of California Pioneers of New England early in 1890, and being invited to join an excursion of that Society to visit California, with Mrs. Ball, we left Boston on April 10 of that same year for California.

Since the above letter was written forty years have elapsed. Once more I stand on the magic ground where thousands found their fortunes in the shining ore, and

where thousands more lost their little savings, courage, health, reason, all. But what magic has wrought such changes? My first visit was "around the Horn," and back by the tedious isthmus, after months of privations and hardships. My last visit, flying across the continent in a vestibule train of Pullman palace cars, with palace dining-car and almost every convenience and comfort that ingenuity can invent.

But the change in mode of travel has been no greater than the changes in California itself. Aside from the charming climate, the majestic mountains, and the shores about the Golden Gate, I should hardly know that I had ever been here before. There is scarcely a landmark left that I recognize. Where our hardy pioneers of '49 had toiled and struggled a vast empire has arisen; cities have sprung up, as if by magic, on the locations of the old mining camps; and the straggling *adobe* town by the Golden Gate has been transformed into a great metropolis. After visiting the principal cities, and witnessing the magic transformation which science, art, and labor have wrought in this wonderful State, we started for the East, arriving in Boston on the 17th of May, 1890.

During the next year I prepared and published the Illustrated History of the Excursion of the Society of California Pioneers of New England to the Leading Cities of the Golden State, an elaborate book of 312 pages, illustrated with over one hundred fine engravings and elegantly bound.

NO. FORK OF THE AMERICAN RIVER, RATTLESNAKE BAR, CAL.,

April 27, 1890.

Mr. C. C. Ball, Block Island, R. I.—

MY DEAR SON: Here we are at the old mining place in California. Oh, how different everything is since leaving here in 1851! The bar and hill back of it I should never have known on account of the change wrought in consequence of the hydraulic water-pressure mining in hill back of where our tent stood. I could only have known the place by a ravine which ran to the river below the bend, just above, and joining our Bar, and some rocks on the shore below the Bar. We expect to be at Sacramento City at 6.30 this evening, and go to San Francisco to-morrow morning.

Yours respectfully,

NICHOLAS BALL.



NICHOLAS BALL, PROPRIETOR.

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